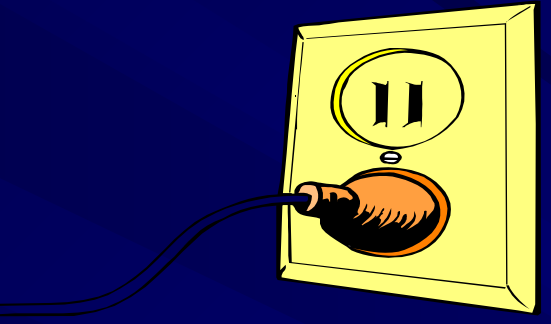
RIDING SEASON 2004

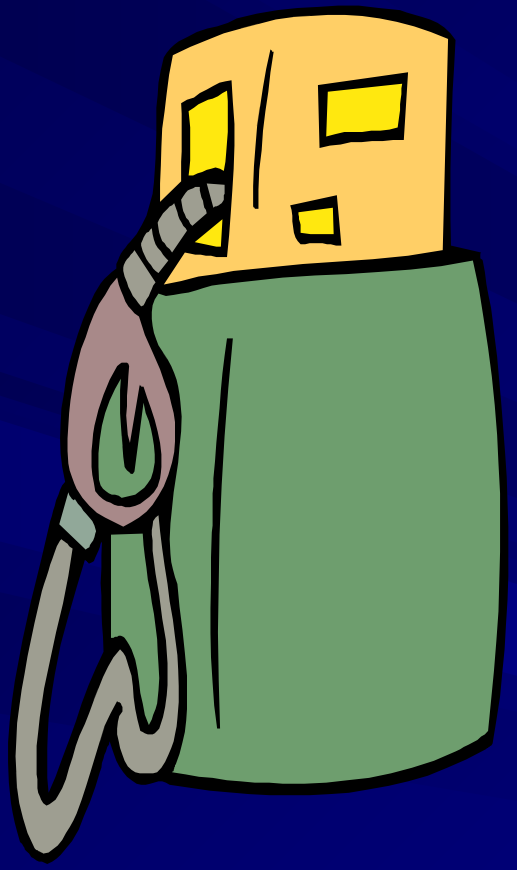
Care and Maintenance Includes:

- **Electrical**
- **Engine Fluids**
- **Brakes**
- **Tires & Wheels**
- **Engine & Transmission**
- **Frame & Suspension**



ELECTRICAL

- Check head light high/low beam, tail/brake light, turn signals, instrument and driving lights.
- Test Kill button/switch and inspect overall wiring for chafe. Use wire ties to secure loose wires. A shot of WD-40 will keep switches & locks healthy.
- Check battery levels and clean terminals. Baking soda & water will clean corrosion from the post (Don't get it inside the battery!), a little petrolatum or grease helps prevent future corrosion.
- Inspect starter connections & mounting bolts. Check shaft for excessive wear if noisy.
- If your bike has a fuse box, check 'em and get spares or Test Breakers. Fire is bad.



Engine Fluids

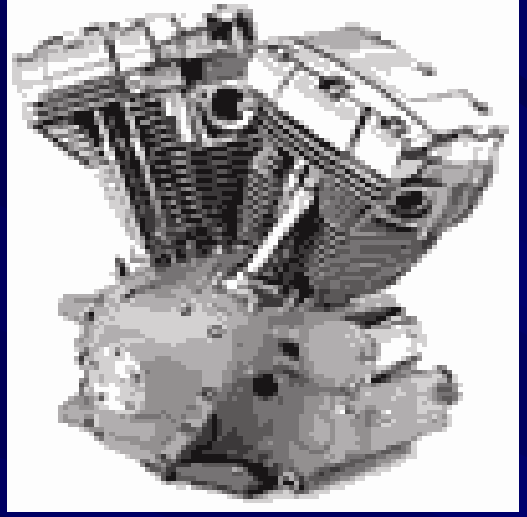
- Check levels. If engine/trans. oil is very dark or black, smells burnt, change oil & filter.
- Inspect fuel filter & screens for crud and check lines for chafe and dry rot.
- Water cooled Engines: Check coolant/anti-freeze level, and check flow/pump/hoses.

Brakes

- Check and adjust lever & pedal travel. Refer to your owners/shop manual for specs.
- Check master cylinders for clean brake fluid & proper fluid levels.
- Irregular or "jerky" stopping may mean a warped rotor or drum
- Inspect pads/liners and replace if needed. Don't let a front brake grab on wet pavement.
- **Brakes are possibly the most important component on a bike. Don't bet your life on worn brakes!**

Tires & Wheels

- Inspect tires for even wear, tread depth and dry rot (cracking) or cuts in side walls.
- Inspect valve stems for dry rot (and rim cuts on tube stems).
- Check air pressure. Do not over inflate especially in *Hot* conditions/climate.
- Inspect rims for dents, cracks (alloy) and *Carefully* tighten loose spokes.
- Check axles, axle nuts & hardware for tightness & wear and lube the bearings.
- Inspect drive chain(& lube) or belt for excessive wear and adjust/replace as needed.



Engine & Transmission

- Check spark plugs. Brown to grayish-tan is good. Black is probably from burning oil or a rich fuel/air mix., light gray or whitish can mean a lean fuel/air mix or an intake leak.
- Check carb(s), adjust float level(s) & idle/fuel/air. Clean carbs are happy carbs... Aerosol Carb/Injector cleaner can work wonders on carburetor or fuel injected motors.
- Inspect/adjust ignition components & replace old spark plugs & wires.
- About every 500 miles, check nuts, bolts & screws for tightness.

Engine & Transmission, Cont.

- Inspect oil lines for leaks, cracks or chafe & look for oil leaks from the engine/trans. case(s).
- Inspect air filter(s) and if dirty, replace or clean depending on type.
- Inspect exhaust for leaks (especially at the manifold) and check mounting brackets.
- Adjust clutch, replace plates if slipping or dragging. Check primary drive chain/belt.

Frame & Suspension

- Check/tighten/torque all nuts & bolts, & engine/trans. mounting hardware.
- Look for hair line cracks around engine/transmission mounting brackets.
- Check steering head/fork assembly for looseness/tightness and adjust if needed.

Frame & Suspension

- Lube steering(tree) bearings.
- Check fork fluid level (refer to owners manual, use only approved hydraulic fluid).
- Inspect rear shock(s), (replace if worn or soft) and check fender mounting brackets/hardware.
- Inspect handle bars for cracks, check mounts and oil all cables

Highway Tool Kit & Spares

- Wrench set.
- Sockets with ratchet, extensions, U-swivel.
- Screw drivers.
- Pliers (needle nose, vice grip & slip joint).
- Crescent wrench.
- Hex wrenches.
- Small utility knife.
- Small hammer & punch.
- Hack saw blades.
- File.
- Thickness gauge.
- 12v test lamp.
- Fuses.
- Assorted nuts, bolts, cotter pins, etc.
- Chain mast. link & spare links.
- Spark plugs.
- Ign. points or module.
- Hose clamp.
- Bulbs.
- Spoke wrench.

Highway Tool Kit & Spares, Cont.

- Elect. Tape.
- Elect. wire.
- 1 Can Flat Fix.
- Flat tire plug kit.
- Sm. tube silicon/gasket maker.
- Picture (braided)wire.
- 1 Qt. Oil.
- Shop rag.
- Small flash light.
- 8'x10' poly plastic rain sheet.
- CELL PHONE...

- First Aid Kit

Choosing Proper Protective Equipment

HELMET

- ***THE most important piece of your protective equipment***
- ***Helmet must fit SNUGLY…too loose, lessens effectiveness… too tight, uncomfortable***
- ***Must meet D.O.T. standards (preferably meet Snell 2000 standards)***

HELMET, Cont.

- ***Helmets are MANDATORY, in Alabama, and for all military personnel, on or off base, regardless of the local laws.***
- ***Helmets are required by law to be properly fastened and secured using the attached straps***
- ***Don’t forget your eyes…half-helmet? Eye protection!!!***

Protective Clothing

- ***Best protection: Leather***
- ***Better protection: Polyester Mesh with Kevlar Armor Lining***
- ***Good protection: Denim (blue jeans)***

Protective Clothing

- ***Jacket and Pants or full-body riding suit***
- ***Full fingered motorcycle gloves***
- ***Over-the ankle, sturdy boots***
- ***Rain gear***
- ***Dress for the weather***

RIDER RESPONSIBILITY

- ***Know the limits of your motorcycle***
- ***Know your riding limits***
- ***Know the limits of the environment you will be riding in***

- ***RIDE WITHIN THESE LIMITS***

Army Requirements

- References: AR 385-55 and DODI 6055.4
- ALL military personnel who operate a motorcycle (on-off duty, on-off a DOD installation and regardless of the member's decision to register their vehicle on a DOD installation) ***ARE REQUIRED TO ATTEND OR TO HAVE ATTENDED AN APPROVED MOTORCYCLE RIDER SAFETY COURSE.***

Army Requirements

- Definition of “Force Military Personnel”: All U.S. Military personnel on active duty; reserve or national guard on active duty or performing inactive duty training; service academy cadets; officer candidates in OCS ; ROTC cadets when engaged in directed training activities; and foreign national military personnel assigned to the DOD components.

Army Requirements

- All Civilian personnel who operate a motorcycle on duty (on-off a DOD installation, and regardless of the employee's decision to register their vehicle on a DOD installation) are required to attend or have attended an approved motorcycle rider safety course.

Army Requirements

- Retirees, contractors, dependants, and all other non-Army civilian personnel who operate a motorcycle while on an Army installation are highly encouraged, but not required, to attend an approved motorcycle rider safety course.

Army Requirements

- Motorcycle RiderCourse: Riding and Street Skills (MRC:RSS) or the Basic Rider Course (BRC); Experienced Rider Course (ERC) (curriculum provided by the Motorcycle Safety Foundation, MSF)